

CITY OF PALOS VERDES ESTATES

DEPARTMENT OF
PUBLIC WORKS
(213) 378-0383



CITY HALL
PALOS VERDES ESTATES
CALIFORNIA 90274

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

NEGATIVE DECLARATION

JUN 2 1977

CITY OF PALOS VERDES ESTATES, CALIFORNIA

UNIVERSITY OF CALIFORNIA

GENERAL PLAN NOISE ELEMENT

Project Description

This project consists of the adoption of the Noise Element of the General Plan of the City of Palos Verdes Estates, California as required by the State of California Government Code Section 65302.

FINDINGS

In view of the fact that the conclusions of the Noise Element do not propose any adverse alterations to the environment as defined under the California Environmental Quality Act it is hereby determined that this project will not have a significant effect on the environment.

INITIAL STUDY

The initial study of this project is the second draft of the proposed Noise Element prepared by George Taylor, Director of Public Works/Planning Director of the City of Palos Verdes Estates. Copies of the initial study can be obtained from the office of the Director of Public Works, 340 Palos Verdes Drive West, Palos Verdes Estates, California 90274.

*Posted: PV Library
7/21/75 City Hall
P.V. Country Club*

79 00641

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

SEP 30 2024

UNIVERSITY OF CALIFORNIA

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY

UNIVERSITY OF CALIFORNIA

SEP 30 2024

UNIVERSITY OF CALIFORNIA

CITY OF PALOS VERDES ESTATES, CALIFORNIA

NOISE ELEMENT

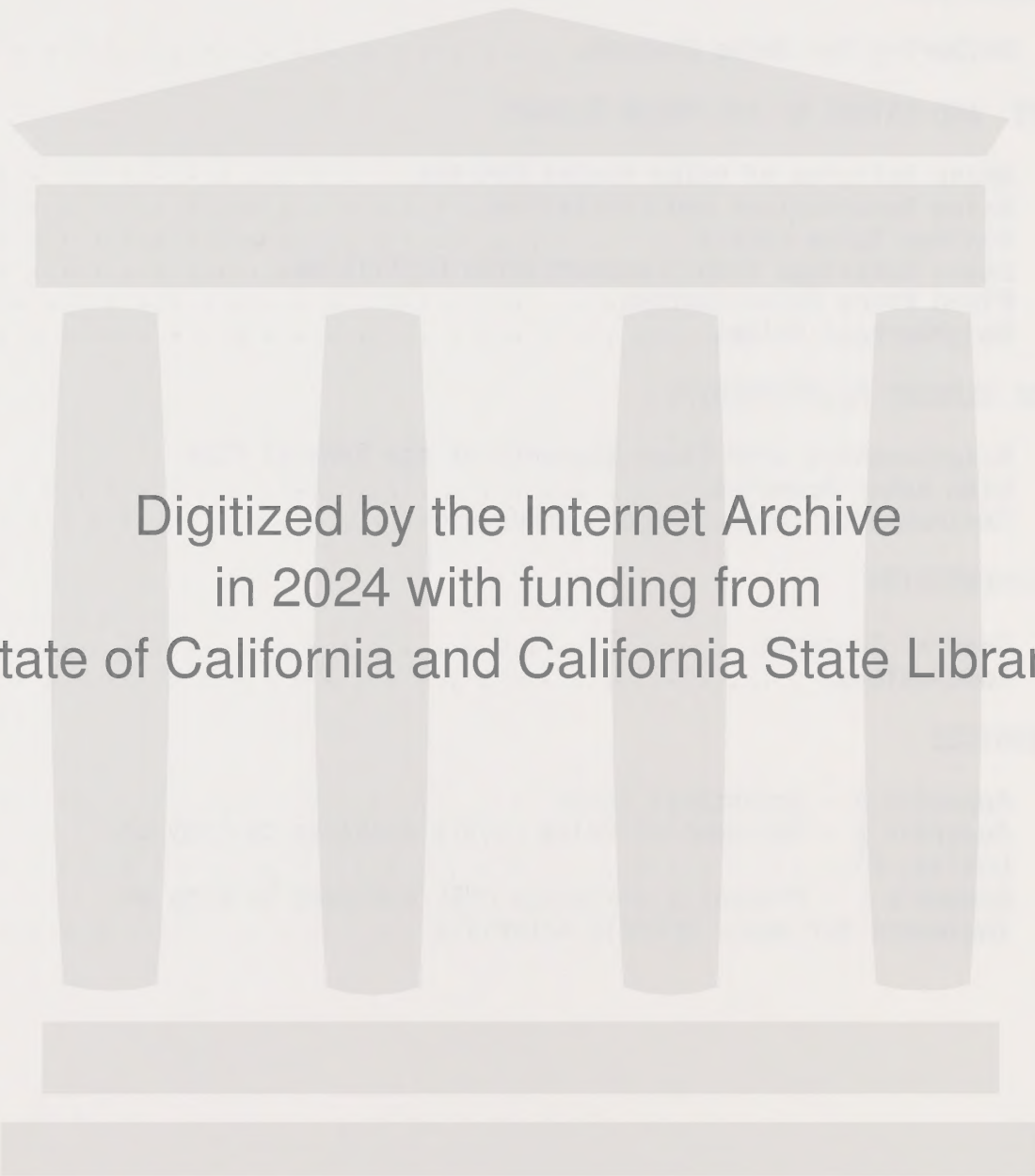
OF THE GENERAL PLAN

Palos Verdes estates -- City planning
City planning -- California
Noise control -- " -- Palos Verdes estates

NOISE ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	
Authority for Noise Element.	1
SCOPE AND NATURE OF THE NOISE ELEMENT	
Noise Policies of Palos Verdes Estates.	3
Noise Restrictions and Limitations.	4
Maximum Noise Levels.	5
Noise Emissions from Transportation Facilities.	6
Fixed Point Noise Sources.	7
Neighborhood Noises.	7
NOISE ELEMENT RELATIONSHIPS	
Relationships with Other Elements of the General Plan.	8
With Other Agencies.	8
Environmental Impact Report Procedures.	9
IMPLEMENTATION	
General Comments.	10
Conclusions.	10
APPENDICES	
Appendix A - Acoustical Scale.	12
Appendix B - Residential Noise Levels Provided by City of Lomita, CA.	13
Appendix C - Present & projected CNEL estimaed by City of Inglewood for major traffic arterials	14



Digitized by the Internet Archive
in 2024 with funding from
State of California and California State Library

<https://archive.org/details/C123310538>

NOISE ELEMENT

CITY OF PALOS VERDES ESTATES, CALIFORNIA

INTRODUCTION

Authority for Noise Element

The Government Code of the State of California requires that each city prepare and adopt a noise element of the city's general plan. Section 65302 (g) of the Code reads as follows:

A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

1. Highways and freeways,
2. Ground rapid transit systems,
3. Ground facilities associated with all airports

operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dB(A).

Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

The federal, state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information which was used in the development of such levels.

Palos Verdes Estates has prepared a noise element which takes into consideration the characteristics of Palos Verdes Estates, as well as the characteristics of the geographical area in which the city is located.

The City Council has noted that there are adverse noise effects beyond the control of the City Council by scheduled commercial flights from Los Angeles International Airport and to a lesser frequency of private flights from the Torrance Airport.

SCOPE AND NATURE OF THE NOISE ELEMENT

Noise Policies of Palos Verdes Estates

It is the policy of the City of Palos Verdes Estates to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power.

At certain levels noises are detrimental to the health and welfare of the citizenry. Therefore, in the public interests, such noise levels shall be systematically proscribed.

Ordinance No. 287 and 203 of the City of Palos Verdes Estates provides noise regulations with respect to time of day and land use, and the ordinance provides for penalties to be imposed for exceeding the limits as given.

The ordinance also provides that it shall be unlawful for any person to willfully make or continue, or cause to be made and continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood, or which causes discomfort or annoyance to residents of the area.

The standards which are considered in determining whether a violation of the provisions of these ordinances exists, may include, but not be limited to, the following:

- (a) The level of the noise;
- (b) Whether the nature of the noise is usual or unusual;
- (c) Whether the noise carries beyond the premises to any other premises.

Noise Restrictions and Limitations

It may be stated that the City of Palos Verdes Estates desires to restrict objectionable noises from sources over which it has control to as great an extent as is possible within the framework of other city goals (as enumerated by other elements in the General Plan). Also, the city wishes to restrict objectionable noises from sources over which it has no direct control by having mutual agreements with the controlling agencies.

The Council feels that none of the local schools are affected by adverse external noise. There are, however, non - recurring activities such as football games, field and track events, baseball games and similar activities which generate additional traffic and noise that may be annoying to surrounding properties. The school district administration works closely with the community and the city to minimize these annoyances and it is felt that no adverse effects are generated by these activities.

As there are no existing or projected state highways or freeways through or within close proximity of the city there are no foreseeable effects on the community from these types of facilities. This also holds true for ground rapid transit facilities. In addition, the city has enacted ordinances which prohibit trucks in excess of 3 tons from using streets other than designated truck routes except for local delivery or pickup.

The major traffic arterials within the city are Palos Verdes Drive West and Palos Verdes Drive North. This arterial at its peak traffic location presently carries an average daily traffic volume of 25,100 vehicles with an estimated volume of 36,300 in 1990. This traffic volume is primarily resident-commuter traffic. In addition, at the location of the peak volume, residential uses are remote from the travel way. Due to these conditions the City Council believes that no adverse noise effects exist or will develop from normal vehicular traffic along the city's major streets. (See Appendix C for present and projected noise levels).

MAXIMUM NOISE LEVELS

The maximum noise levels anticipated within and in the adjoining areas of Palos Verdes Estates are normal residential development and use related noise. This is based on the fact that existing land use in the city is restricted by zoning and deed restrictions to residential use except for limited neighborhood shopping areas at Malaga Cove and Lunada Bay. The adjoining areas are also predominantly developed in residential use and no changes are foreseeable.

NOISE EMISSION FROM TRANSPORTATION FACILITIES

As discussed above there are no existing transportation facilities which emit noise of adverse effect on the City of Palos Verdes Estates environs.

To avoid future problems in this area the city will request notification of any proposed modifications of operations at Los Angeles International and Torrance Airports. The city will also review any proposed highway or freeway routing and mass transit programs.

Fixed Point Noise Sources

The Zoning Ordinance of the City of Palos Verdes Estates does not provide for any industrial use within the city. It also does not permit any type of use which could result in adverse noise effects in the commercially zoned districts. As an example, gasoline service stations are not permitted to do garage, mechanical, or battery repair work or tire rebuilding. Noise problems were a prime consideration in the establishment of these zoning regulations. Undoubtedly, the Planning Commission and City Council will continue to consider potential noise aspects in the review of any proposed changes to the zoning ordinance.

Neighborhood Noises

It has been found that the prime sources of noise in most residential neighborhoods within the city are children playing and the chattering or calls of birds. Noise levels are generally lower at sites removed from playgrounds and parks or in newer subdivisions where street trees and other vegetation have not matured to the point of drawing song birds. Measured noise levels taken by the City of Lomita, a city located approximately one mile east, in their residential areas ranged from 43 to 65 decibels. They note, however, "intermittent construction and street maintenance projects were the principal noise sources in the upper range." It is felt that these results would apply in Palos Verdes Estates and that these levels are considered acceptable for residential areas.

NOISE ELEMENT RELATIONSHIPS

Relationships with Other Elements of the General Plan

The noise element is related closely to the circulation, land use and housing elements of the general plan which have already been adopted by Palos Verdes Estates. Noise level standards can be a decisive factor in locating or designing transportation facilities and construction projects in relation to existing or planned land use. Consideration has been given in Palos Verdes Estates's noise ordinance to the adverse effects of noise on activities taking place both in the out-of-doors and in structures not insulated against sound. The noise element also is closely related to the previously adopted open space element since noise can adversely affect the enjoyment of open space. Additionally, open space may be effectively used as a buffer against noise sources through distance and extensive tree planting.

With Other Agencies

The law requires that state, local or private agencies responsible for the construction and maintenance of major transportation facilities, provide present and projected noise levels for their facilities. This includes (but is not limited to):

State Department of Transportation

Transit Agencies

Airport Facilities

Private Air Carriers

Private Freight Carriers

Railroad Companies

Commercial Air Carriers

Environmental Impact Report Procedures

Loud or excessive noise is socially disruptive, and may be physically and psychologically damaging. Also, excessive noise adversely affects property values and levels of productivity. Generally, the costs of excessive noise from manufacturing, commercial and transportation facilities have been passed on in the past to those in the vicinity rather than being borne by the producer of the noise. However, environmental controls are now in order.

It is desirable, therefore, that an appropriate environmental impact report be required for any project, development or activity which might have a significant impact on noise levels in Palos Verdes Estates.

(This should include the general environmental aspects of commercial and private aircraft flights.)

IMPLEMENTATION

General Comments

The implementation of the policies of the City of Palos Verdes Estates with respect to noise abatement can be accomplished only through an awareness of and use of technological advances, and the willingness to act in an advisory capacity to other jurisdictions where appropriate authority has been preempted.

A periodic review and updating of the ordinance on noise regulations should be made.

Conclusions

Except for preempted regulations for motor vehicles and aircraft, the city's noise ordinances provide the legal background for controlling unnecessary noise in the City of Palos Verdes Estates. To supplement the provisions of these ordinances, the city should:

1. Continue the city's commitment to a residential community of limited density.
2. Require landscaping and design controls for noise on proposed commercial developments.
3. Continue the city's active open space program.
4. Work with adjacent jurisdictions to limit noise and noise producing sources affecting Palos Verdes Estates.
5. Continue the city's zoning ordinance restrictions on potential noise sources.

6. Work with transportation agencies to minimize the noise affects of their operations, both from an equipment standpoint and a location standpoint.
7. Require environmental impact reports to cover potential adverse effects from any proposed project or activity in the City of Palos Verdes Estates.
- *8. Review, toward corrective action, preempting regulations for aircraft and motor vehicles which have a general significant deviation from the local acceptable noise element patterns.
- * FAA (Federal Aviation Authority) has established flight patterns over Palos Verdes Estates and the general area. These FAA guidelines include limitations as to height proximity to the ground level to minimize ground level noise. If possible readings should be developed on these noise sources.

ACOUSTICAL SCALE

dBA

-180-

-175-

-170-

-165-

-160-

-155-

-150-

-145-

Sonic Boom-140-

-135-

-130-

Jet Takeoff at 200'-125-

-120-

-115-Discotheque

Motorcycle at 20'-110-

-105-Power Mower

Subway train at 20'-100-

Freight train at 50'- 95-Newspaper Press

Propeller plane fly-over at 1,000'- 90-Food Blender

- 85-Electric Mixer

Freeway traffic at 50'- 80-Washing Machine; Alarm Clock, Garbage

- 75-Disposal; Electric Can Opener
Office with tabulating machines

Average traffic at 100'- 70-Vacuum Cleaner; Portable Fan

- 65-Electric Typewriter at 10'

- 60-Dishwasher rinse at 10'; air conditioning

- 55-Unit

- 50-Normal conversation at 12'

Light traffic at 100'- 45-Refrigerator

- 40-

- 35-Library

- 30-

- 25-

- 20-Motion Picture Studio

- 15-

- 10-Leaves Rustling

- 5-

- 0-

14

-12-

Source: County of Los Angeles
Department of Regional
Planning

RESIDENTIAL NOISE LEVELS

Provided by City of Lomita, California

Eleven equally spaced residential noise level monitoring stations were selected in Lomita, and the ambient noise measured and recorded at different times of day and different weather conditions over a period of three months. The average readings obtained at these selected stations were as follows:

<u>Location</u>	<u>Average Reading</u>
1937 Via Solano	Less than 40 dB
26006 Pennsylvania Avenue	49.2 dB
26005 Oak Street	48.0 dB
25849 Appian Way	48.0 dB
2247 255th Street	48.6 dB
2442 251st Street	47.5 dB
25046 Woodward Avenue	48.5 dB
24308 Hendricks Avenue	46.8 dB
1903 247th Street	48.8 dB
2353 246th Street	46.3 dB
25429 Eshelman Avenue	49.5 dB

NOISE LEVEL CALCULATIONS - PALOS VERDES ESTATES 0% TRUCKS

LOCATION		TRAFFIC VOL.		NOISE LEVEL (CNEL) AT DISTANCE FROM CENTERLINE OF NEAR LANE								ASSUMED NEAR-FAR LANE 6	ASSUMED SPEED
		TRAFFIC Report ADT	1980 ADT	TRAFFIC VOL. CNEL			TRAFFIC VOL. CNEL						
				50'	100'	200'	50'	100'	200'	400'			
PV Dr N @	PV Dr W	10100	14000	65.6	61.2	56.7	66.6	62.3	57.9	53.5	40 FT ↓	40 MPH ↓	
	Via Valmonte	—	15400				66.9	62.6	58.3	53.8			
	Via Campeana	10000	18000	65.6	61.2	56.7	67.4	63.2	58.9	54.5			
PV Dr W @	Via Anita	25100	30000	68.5	64.5	60.2	69.2	65.2	61.0	56.7			
	Via Corta	24000	20000	68.4	64.3	60.1	67.7	63.6	59.3	54.9			
	Via Montemar	10100	22000	65.6	61.2	56.7	68.0	64.0	59.7	55.3			
	Paseo del Mar	11200	22000	65.9	61.5	57.1	68.0	64.0	59.7	55.3			
	Via Coronel	—	18000				67.4	63.2	58.9	54.5			
	Yarmouth Rd	9400	16000	65.4	60.9	56.4	67.0	62.8	58.4	54.0			
	Avenida Mirala	—	16000				67.0	62.8	58.4	54.0			
	Paseo Lunado	—	14000				66.6	62.3	57.9	53.5			
	Via Anacapa	10300	14000	65.7	61.2	56.7	66.6	62.3	57.9	53.5			
PV Dr N @	Via Las Vegas	12300	—	66.2	61.8	57.4							
PV Dr W @	ext. Via Arroyitas	13900	—	66.5	62.3	57.9							
5% TRUCKS													
PV Dr N @	PV Dr W			67.3	63.8	60.5	68.8	65.6	62.5	59.1			
	Via Valmonte						69.2	66.1	63.1	59.6			
	Via Campeana			67.3	63.8	60.5	70.0	67.0	64.0	60.4			
PV Dr W @	Via Anita			71.8	69.0	65.9	72.9	70.1	66.8	62.7			
	Via Corta			71.6	68.8	65.6	70.6	67.7	64.6	60.9			
	Via Montemar			67.3	63.8	60.5	71.1	68.2	65.1	61.3			
	Paseo del Mar			67.7	64.3	61.2	71.1	68.2	65.1	61.3			
	Via Coronel						70.0	67.0	64.0	60.4			
	Yarmouth Rd			67.0	63.4	60.2	69.4	66.4	63.3	59.8			
	Avenida Mirala						69.4	66.4	63.3	59.8			
	Paseo Lunado						68.8	65.6	62.5	59.1			
	Via Anacapa			67.4	63.9	60.7	68.8	65.6	62.5	59.1			
PV Dr N @	Via Las Vegas			68.2	64.9	61.8							
PV Dr W @	ext. Via Arroyitas			68.7	65.5	62.5							

Calculated Leq for peak hour assuming peak = 10% of ADT using method of "Highway Noise - Design Guide for Highway Engineers",
National Cooperative Highway Research Program Report #117.
Peak hour Leq correlates closely with 24-hour CNEL and Ldn

4/16/75 P. Mann

79 00641

U.C. BERKELEY LIBRARIES



C123310538

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

SEP 30 2024

UNIVERSITY OF CALIFORNIA